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of the greatest Thanksgiving Linen Sale ever given in your town. We bought the largest quantity of linens that was ever bought to be shipped to Ogden. On account of recent market conditions a number of cases are here and many more on the way. All will be here in ample time for you to take advantage of the Great Thanksgiving Sale.

It will pay you women who know values to watch for the announcement of this Great Event.

BURTS'

SOUTHERN PACIFIC MADE GREAT RECORD

In the midst of all that has been said and written in the last few months about the Southern Pacific, it does not seem as though sufficient emphasis has been laid upon the wonderful growth and stability of that system, says Hayden, Stone & Co.

In ten years' time—from 1903 to 1913—the gross earnings have increased from \$90,683,436 to \$142,774,705, being now second only to those of the Pennsylvania among American railroads.

In that same period the company's stock has changed from a non-dividend rather speculative issue, to one of the soundest and at present prices one of the most attractive railroad investments on the market.

The progress made by the Southern

Pacific is well illustrated by the following table:

	Gross	Balance for Divs.
1903	\$ 90,683,436	\$ 8,964,431
1904	92,932,230	8,878,483
1905	95,515,168	11,024,172
1906	106,632,993	19,192,647
1907	124,942,798	27,698,595
1908	133,276,929	19,892,472
1909	120,521,908	26,814,941
1910	135,922,607	35,416,441
1911	132,620,539	26,087,908
1912	131,525,171	21,602,310
1913	142,774,705	26,326,264

The balance for dividends shows an advance of over 200 per cent since 1903, and it is especially noticeable that while the percentage earned on the stock has fluctuated somewhat from year to year, the average for the past decade has been 8.73 per cent or well above the present 6 per cent dividend rate.

Such an enormous earning power has only been made possible through the expenditure of vast sums for improving and extending the system. Such expenditures charged to capital account from 1903 to 1912 totaled \$280,388,402. A good deal of this new capital has probably not as yet attained to its full productivity, but it will ultimately add greatly to the value of the property and it has already demonstrated its usefulness.

To the comprehensive improvement to property may be attributed the ability of the company to retrench in times of dull business. In 1909 the gross revenue was nearly \$4,000,000 less than the high record of 1907, but the management had had time to so adjust the operating expenses that the balance for dividends was only \$800,000 less than in 1909. Such a thing would not be possible on a road not physically perfect. In addition it is worthy of note that the operating ratio is now practically no larger than in 1905, in spite of greater costs for labor and materials.

The Southern Pacific maintenance charges also have been above those of other roads operating under similar conditions, as may be seen from the following comparison of ten-year average maintenance charges per mile:

Southern Pacific	\$3,083
Atchafalpa	2,827
Missouri Pacific	2,484
Northern Pacific	2,680
Union Pacific	2,728

It is quite evident that the company has been spending even more than necessary for upkeep and that its property should be in condition to take the best advantage of good times and to be the least injured by bad times. As exemplifying the efficiency of the system, it may be interesting to note that the average freight train load was 436 tons in 1912, as against only 202 tons in 1903.

Moreover, the Southern Pacific owns great areas of lands which are not of indefinite value, but which, as time goes on, cannot help but add materially to the value of the entire property.

Operating, as it does, a splendid railroad in a rapidly growing country, the conclusion is inevitable that the Southern Pacific has as good, if not a better, outlook for the future than any other American road. The way in which it came through the 1912 year, earning 3.65 per cent on its stock in the face of floods, Mexican disturbances and litigation, is good evidence of the company's inherent strength.

CRUISER SAILS FOR SOUTH.
Colon, Oct. 28.—The United States cruiser, Birmingham, sailed for La Guayra this afternoon with the commissioners of the San Francisco exposition on board on their way to visit the capitals of the South American republics. The commissioners are James F. Stutsman, John P. Dwyer and Oscar H. Fernbach, who came here after visiting Cuba and the West Indies.

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CHAMPION WILL TAKE DEELL AT DULUTH NEXT TUESDAY

Mike Yokel, world's champion middleweight wrestler, turned up right as a trivet yesterday. The fierce battle he had with Chris Jordan Monday night left no marks on Mike's classic countenance save a little scratch where Jordan's busy thumb had peeled off a little bark.

Mike was to have left yesterday for Grand Junction for a match with Frank DuCray on Thursday, but the Colorado wrestler yesterday called off the go. Instead, Yokel will leave probably today for Minneapolis. He is scheduled to meet Fred Beell at Duluth on November 4, and Joe Carr at Minneapolis on November 5. On November 6 he meets Theodore Peters at St. Paul and on the following days he will meet Walter Miller at Paul.

Yokel yesterday received offers of a return match with Joe Turner at Washington, D. C. Mike beat Turner in Salt Lake last winter in one of the fastest battles ever seen here. Mike also received an offer from a Houston, Texas, promoter. In addition, he has been challenged by numerous wrestlers near and far.

"I will finish my engagements in and around Minneapolis first," said Mike yesterday, "and I will see what is to be done. Maybe I shall want to take a day off. I don't know yet."

Yokel declared yesterday that he could easily have gone the terrific pace two hours longer had it been necessary to do so in his match with Jordan. He said he had never been in better condition in his life.

Jordan admitted that Yokel had tossed him fairly and squarely. The only complaint Jordan had was against the referee, who, said the Greek, barred all his favorite holds and consequently deprived him of the means of throwing Yokel. Jordan said he felt confident of his ability to beat Yokel "with a wrestler for referee."

Jordan's claim for the future have not been definitely settled. He may take a turn on the vaudeville stage, offering to meet all comers, agreeing to throw them within fifteen minutes and to forfeit \$1 for each minute over that time he does not gain a fall.

At Monday night's match there was much speculation as to the cause of Jordan's profuse perspiration in the first round of the bout. Sweet fairly poured from the Greek, while Yokel was as dry as a bone. Many took Jordan's leaky condition as an indication that he was weakening thus early in the engagement.

The extraordinary outpouring of moisture from Jordan's part was due to olive oil, a nutritious food product of which Jordan partakes liberally. It may also be added that the slippery state of the Greek's body was one of the reasons for Yokel's delay in making things. As a matter of fact, Yokel could not have maintained any kind of a hold, even though it had been presented to him, with the Greek's skin as slick as hot grease.

Mike waited patiently for at least an hour and a half for Jordan "to dry." There was some gossip yesterday in regard to the personal habits of the two men, with reference to the use of liquor. One man contended that while both showed the good effects of temperance, Jordan lost because he imbibed, even moderately. The fact is that Jordan does not drink at all, and never did. He abhors beer and whiskey, the very odor of which gives him nausea. Yokel, being thoroughly a son of the Fatherland, likes his glass of beer, but a stein is his limit, and nobody saw a Dutchman who wasn't the better for that stein.

IDAHO KILLING IS UNSOLVED

Idaho Falls, Ida., Oct. 28.—There is apparently a strong possibility that the real murderer of "Scarface" Sam Thomas at Mud Lake Sunday may never be known, and not from any desire on the part of the man who did the shooting to conceal it, either.

For, according to the story told by Sheriff Harrop of Fremont county, who accompanied Williams at the time, both men fired, one killing the other. Thomas was riding and the other the man himself.

They say that they met Joe Williams and Thomas at a bend in the road about five miles from Joe Williams' place. All four were mounted, and each had a rifle. Evidently all parties were looking for each other, though the men now in the St. Anthony fall do not admit.

What they do say, however, is that there were no words exchanged on either side. They assert, however, that Thomas started to pull his rifle from the saddle scabbard, whereupon they (Bill Williams and Mose Johnson) simply "turned loose." In other words, they claim self-defense.

Each, however, solemnly asserts to Sheriff Harrop that he does not know whether his bullet was the one that killed Thomas or the horse and unless the guns were of different caliber it seems to be impossible to fasten the blame on one of the two men. Even if the bullets went clear through man and horse, the holes would not necessarily give definite information. These details have not been ascertained yet, according to information from the sheriff over the long distance telephone. Joe Williams, who is understood to have borne the reputation of "a bad man," turned and ignominiously speeded his horse away as fast as he could, says the report, and is still at large. He already has a charge of grand larceny pending against him in the district court of Fremont county in connection with alleged horse stealing.

The prisoners up to this afternoon had not indicated the primary cause of the trouble, but it is generally understood that it concerned the ownership of some horses, which has been the cause heretofore of three murders in that section.

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DANIELS SPEAKS TO ALABAMANS CHAS. GATES DIES IN PRIVATE CAR

Mobile, Ala., Oct. 28.—A busy six hour stay of President Wilson in Mobile, speeches by Majority Leader Oscar Underwood, Secretary of the Navy Josephus Daniels, and many others marked the opening of the seventh annual Southern Commercial congress here yesterday. Delegates from all sections of the South heard President Wilson utter distinctive statements on a new phase of the policy of the United States toward Latin America, heard Mr. Underwood advocate upbuilding of the American merchant marine as the best method of gaining the commerce expected with the opening of the Panama canal and heard other speakers tell of the opportunity that awaits Dixie when the canal is opened to trade.

President Wilson delivered only one address. Mr. Underwood emphasized the point that without shipping controlled by the United States this country never could gain the increase in trade it expected from the opening of the canal. He pointed out that now about 10 per cent of the material imported and exported into and from the United States was carried in American bottoms. In fostering American shipping lay the best chance of gain through the opening of the canal, said Mr. Underwood.

One of the principal addresses of the night session was that of Secretary of the Navy Daniels who spoke of "The Relation of Our Navy to the Panama Canal."

One of the strongest arguments for the large expenditure was that such a canal would double the efficiency of the navy. We were told also that it would make for efficiency in the army and make the United States the dictator of the western hemisphere and the mistress of the seas.

"Now, that this canal is nearing completion and the day is near at hand when ships will sail from San Francisco to the Caribbean in about 240 hours, as against 1824 hours, it took the Oregon to sail around Cape Horn, we are told that the building of the canal demands twice as large a navy as formerly and that control of the canal demands a large standing army on the isthmus."

Canal Insufficiently Protected.

Secretary Daniels referred to the declaration of Count Maurice de Perigny, a celebrated French explorer, that "this gigantic and remarkable work of the United States is insufficiently protected in a military sense." The Frenchman calculated that 25,000 men would barely be sufficient to guard the waterway.

"But in these statements," Secretary Daniels continued, "as in almost all other things, the truth lies between two extravagant assertions. The canal will not double the effectiveness of our navy, but it will greatly increase its ability to defend every part of the coast on the Pacific as well as on the Atlantic. It will not multiply the numbers of the army. It will make necessary fortifications and troops, but it need not be nearly so expensive or require over half so many troops as the distinguished Frenchman predicted."

"No great achievement comes without sacrifice and cost, but the benefits to be derived will be worth the cost of protection and operation in all the years to come, and with the expansion of trade the benefits will increase an hundred fold whereas the expense will remain practically stationary."

"The Panama canal is a mammoth carving knife that cuts and slashes distances in a record-breaking way. And cutting and slashing the distances between New York and San Francisco means to revolutionize naval, as well as commercial conditions. The military significance of the canal, of course, is that it enables the quick movement of the fleet from either ocean to the other in time of war."

"It will be the most vital chord in that system of transference by which the nation of the United States can come completely to the support on either coast of the local defenses. With a competent navy and with the canal completed, not merely as to tenure, but with guns of such range as to insure safety in the open sea—a necessary condition on all sea coast fortifications—invasion will not be attempted for it can lead to nothing. It would require four months for Atlantic fleet to round the Cape Horn into the Pacific. With the canal it will require less than four weeks."

Lauds Battleship Oregon.
Secretary Daniels, referring to the Spanish-American war days, lauded the battleship Oregon's arduous trip of 13,400 miles in record breaking time, declaring the result helped powerfully to build the canal.

"A few months hence," he added, "the navy—the chief cause which led to the canal—will sail through the majestic waterway from the Atlantic to the Pacific. Headed by the Oregon, the imposing fleet will teach to all the world the fact that the navy of the republic, long anchored in one ocean has hoisted anchor and is counting its home on the Atlantic and the Pacific, the protector and defender of American honor and American interest."

"If it be given to those who have gone before to look out of the windows of the skies and find happiness in the doings of this world, the hearts of John T. Morgan will thrill as he sees the realization of a dream that took him out of lowlands of thought and gave him the vision that comes only to those who live upon the mountain tops of public duty and of private thinking, where they are given the power to prophesy and dream dreams."

DENIES REVIEW OF CASE.
Washington, D. C., Oct. 28.—Justice Hughes of the supreme court today refused to grant an application for a review of the conviction of William G. Cummings on a charge of larceny from the Carnegie Trust company of New York.

Cody, Wyo., Oct. 28.—Charles Gilbert Gates, son of the late John W. Gates, died suddenly in the Burlington hotel here this afternoon. Death was due to heart failure. Mr. Gates was many times a millionaire. He was 37 years old.

At the time he was stricken, Mr. Gates, together with a party of easterners who had accompanied him on a hunting trip in the wilds of Wyoming, was waiting to take a train for New York.

The hunting trip, which lasted over a month, ended a week ago, since which time the party had been guests at a rustic lodge near here. Today preparations were made for the return east. Trophies and baggage had been taken to the depot, which is about a mile from Cody, and the interval until train time was given to a discussion of the hunt just closed.

"This is the greatest big game country on the globe," declared Gates. "Henceforth it will be my 'Happy Hunting Ground.' I'll be back a year from now."

He had scarcely uttered the words when he was seized with a convulsion. Two physicians who were in the party attempted to relieve him but their efforts were fruitless and he died in a few minutes.

The body was brought back to Cody and prepared for shipment east. The companions of the dead millionaire have not yet formulated definite plans, but it is likely that the start for New York will be made tomorrow.

Six weeks ago Gates set out in a special train for New York from his home in Minneapolis, announcing that he planned to sail for Europe on the Imperator. When he arrived in New York he learned that the Mauritania was a faster boat than the Hamburg-American liner, so he declared he would sail on the Cunard liner. Before the Cunard liner was due to sail, however, Gates canceled his reservations, organized a hunting party, ordered a special train for the west and declared he was going to the party of the Prince of Monaco, which at that time was here preparing for a trip into the wilds. The two parties did not get together, however, although during a portion of the time each could hear the guns of the other.

In the Gates party were Drs. Mothcr and Williamson, A. Morrer, G. Irving and Mr. Heisler. Fifty-five horses were used to carry the camp equipment. Ten guides and camp helpers were employed. Twenty horses were required to bring out the trophies secured. Ten bull elk, five deer, a grizzly bear and much other game was bagged. No other killing of magnitude ever was made in this section. The bag secured by the Prince of Monaco's party was small in comparison.

Gates was charmed with the Wyoming mountains and was loth to return to civilization. He and his companions lingered on at the lodge after the hunt was over living in a fashion that caused the simple inhabitants of that section to marvel.

For several days before the start for home was made Gates' health was not good, but not until he collapsed at the station here did the physicians believe he was in a serious condition.

Coroner Louis Howe stated tonight that he did not consider an inquest on the body necessary unless there should be subsequent developments justifying such an inquiry.

Mr. Gates had made many friends here and a few days before his death he had ascertained the indebtedness of the various churches of Cody. In some instances he wiped out the indebtedness and in others he made substantial contributions. He purchased clothing for the poor of the city and in other ways aided them.

On his return from his hunting trip Mr. Gates spent more than \$7000 buying fur coats for friends. He gave his chauffeur \$1000 and presented Ned Frost, his guide on the trip, with \$10,000 in currency.

A few hours before his death Mr. Gates said he had just made a big turn on the Chicago board of trade and that he expected to spend \$70,000 before leaving Cody.

BIG POWER DEAL IS CLOSED FOR \$500,000.
Boise, Ida., Oct. 28.—The Beaver River Power company, which entered the local electrical field in opposition to the Idaho-Oregon Light and Power company has just sold out to the Idaho Railway, Light and Power company holding company of the Idaho traction company, which in turn controls the stock of the Idaho-Oregon Light and Power company. The consideration was approximately \$500,000.

The deal is one of the largest in the power line that has taken place in this section for years. It gives the Idaho-Oregon company complete control of western Idaho territory.

The deal only includes the Beaver holdings in this section of Idaho. It was closed through S. L. Fuller, representative of Kissel, Kinnicutt and company, who financed the Idaho Railway company.

YIELD IS LARGE.
Caldwell, Ida., Oct. 28.—As a result of the phenomenal success of J. B. Frey, a Deer Flat settler under the Payette Boise project, in raising potatoes, there will probably be some 15,000 acres set out to tubers in this vicinity next season. Mr. Frey this year made \$4500 from a fifteen-acre patch. He gathered 6000 bushels, an average of 600 bushels to the acre. He used the Idaho Rural variety and got an average price of 50 cents a bushel. The greater part of the yield was sold to neighbors and others for seed.

ELKS GETTING READY FOR THEIR BIG PRODUCTION

By holding five rehearsals each week, Earl Pardoe, director of "The Girl from Paris," the Elks' show, is rapidly whipping the big production into shape and hopes to have everything ready a few days before the performance, November 24, 25 and 26. He plans to do away with the final rushing of work at the last moment by putting in the hard licks early.

The production is the heaviest ever attempted by the local lodge, but the principals and those in charge have not the slightest fear that the show will not be presented successfully, for even this early it is seen at rehearsals that all are taking hold of the parts with enthusiasm and the chorus is developing great powers.

"Music is present in 'The Girl from Paris' in abundance. Besides the specialties, there are sixteen musical numbers. The music is not the only feature for the plot is rather solid and is filled with comedy situations.

The cast is as follows:

Miss Julie Bon Bon, Kathryn Bassett, Ebenezer Honeycombe, W. E. Sanderson, Mrs. Ebenezer Honeycombe, Merle Anderson, Ruth, Della Farmer, Auguste Pommer, Jay Glen, Major Fossdyke, C. O. DeWolf, Hans, S. P. Hardy, Tom Everleigh, Gus Saunders, Amos Dingle, Walter Dean, Blatterwater, Carl Allison, Mabel, Cerrala Tucker, Anglia, Leah, Parady, Ethel, Iva Steers, May, Leone Engstrom, Gladys, Della Tracy, Gretchen, Verna Rhodes, Fritz, Robert Hogan, Chorus—Ruth, Douglass, Bessie, Blair, Lella Rich, Daisy Rolapp, Gertrude Weatherby, Erma Moore, Mrs. F. Fouts, Pearl Williams, Mildred, Pardoe, Mary Jacobs, Vesta Sprom, Lillian Scott, Stella Wright, Blaine, Carl Allison, Roy Buchmiller, Kelly Goddard, Alfred Larson, William Greenwell, Helmar Anderson, Earl Thomas, Parley Leishman, Leo Clark, Roy Madsen and Joseph Williams.

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